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A Comprehensive and Complete
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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
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with which is incorporated the
CHINA OVERSEA-TRADE REPORTS.
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The Daily Press.

HONGKONG, JANUARY 19TH, 1907.

Whether the political cry of "China for the Chinese" will have any serious significance is a question which can only be answered in the course of time, but there can be no doubt that the tendency of matters has long been in the direction of the China trade at least being mainly for the Chinese. By degrees they have contrived to become more and more independent of foreign aid, and a large amount of business which was formerly conducted by Europeans has passed into Chinese hands. This has been the burden of complaint among mercantile men for many years past, and it is too much to be feared that the drift of things is more than ever in this direction. The causes of this state of matters are not very difficult to trace. They have indeed been only too apparent to those who are concerned and who have watched the course of affairs without being able to find any remedy for it. Want of detailed information upon local matters; the habit of co-operation and combination among the Chinese; the difficulty—indeed almost impossibility—of dispensing with middlemen who come between the Chinese producers and the foreign consumers and vice versa, are sufficient to account for trade gradually drifting from foreign into native hands. Over and above these causes, and indeed almost as a necessary result from them, has been the comprador system so universally followed in China. However necessary it may have been that such a system should be adopted it is impossible to ignore that it has proved

in the long run productive of unsatisfactory results. Foreign merchants have been placed by it in the position of teachers of their own trade to very willing pupils who were certain in the course of time to better the instruction and to become very largely masters of the situation. This danger, manifest as it must always have been, was not estimated at its true magnitude in the earlier days. The compradores and confidential business Chinese who co-operated with the Europeans in the conduct of their business, were found to do their best for the interests of their Houses and of the merchants who dealt with or co-operated with them. So convenient a system of pushing on business naturally commended itself, and less attention was paid, than would otherwise have been the case, to its manifest dangers. It was not perceived that the chief reason of the Chinese attaching themselves in this manner to European Houses was the fact that in many directions the Chinese could do business in that way upon much better terms than they could without the influence which they obtained by being attached to foreign Houses. Chief among such advantages was their being freed from various "expenses" and illegal levies in transit by trading under the *egis* of some foreign firm. It thus suited them very well to stick loyally to the Houses who employed them and to refrain from any attempt to spoil a good position by attempting to get too much into their own hands. Things, however, have very much altered in this respect. Foreign trade has been placed upon a more established basis, and the Chinaman is no longer dependent, as he was in earlier times, upon anything in the form of protection from foreign merchants. It is thus only natural that he should consider the time has come to avail himself of the lessons in foreign trade which have been so obligingly taught to him. The Compradore system has enabled him to learn all about foreign ways of business while, unfortunately, foreigners have learnt but very little about his. There is nothing to prevent his availing himself of all foreign facilities, and doing in his own way and for his own benefit all that he formerly was accustomed to do only in conjunction with foreign houses. The signs of the times all point out that the Chinaman is fully aware of the position which he has thus been able to obtain, and that he will do his best to avail himself of it to the utmost.

Whether this state of things could have been avoided had the Compradore system never existed, it is of course impossible to say. The likelihood is that under any circumstances a large quantity of trade and commercial enterprise would drift into the hands of those who necessarily come into contact with the bulk of the people in a way which is impossible to outsiders. Added to this there is the system of combined action by means of guilds and other commercial combinations, which are powerful weapons in Chinese hands in procuring the command of any given branch of business. Treaty stipulations against monopolies are of little avail against the force which such combinations can exert; and, even without the comprador system there have always been elements in China which tend to place commercial power in the hands of the Chinese; and which sooner or later were bound to bring about the results which are now deprecated. The fact has to be faced that a new era has come about in all commercial enterprise in China; and that the Chinese are alive to the change and are doing their utmost in all matters of business and also in engineering and other enterprises to manage affairs their own way and to have recourse to foreign aid and co-operation as little as possible. The change, though disappointing to foreign traders in many respects, is not devoid of some compensating advantages. While the immediate profits to European merchants are necessarily curtailed, foreign trade generally is likely to be increased by its being in the hands of those who are acquainted with its requirements in all directions and are able to assist in pushing it in the interior in a way that is impossible to any who are not intimately connected with trade as it exists among the Chinese themselves. This consideration is of course no great consolation to those who find the trade which was formerly theirs, slipping gradually from their control. The remedy has often been suggested, and in some directions has been adopted, namely, that foreigners should now reverse the old process and, in place of being teachers of the Chinese should endeavour to become their pupils, and by study of the Chinese language and by attaining to a better knowledge of Chinese ways of business

qualify themselves to again take the leading position which their superior knowledge at one time gave them. Most people who are authorities on the subject hold that it is in this direction that the best hope lies for an improvement in present unsatisfactory state of affairs. Unfortunately, however, the remedy is a slow one and, though we might hope that in the long run it would prove efficacious, we cannot but realise that in the meantime those engaged in trading and commercial enterprises in China, have an uphill time before them.

A tidal wave has struck the coast of Borneo. Hundreds of people have perished and many hundreds of thousands of dollars worth of property damaged. This news was dated January 12th.

The Eiffel Tower, 990 ft. high, is soon to be demolished. This will leave the Washington Monument the highest existing building. The highest spire in Europe is Cologne Cathedral, which is 528 ft. in height.

A purchaser has been found for the Lyceum Theatre at last. The sale took place in the Auction Mart, Tokenhouseyard, in the presence of a large number of persons associated with the theatrical and music-hall professions, and the price obtained was £119,500.

A telegram was received here yesterday that the Robert Cooke, which had gone to Cape Varella to save the stranded *Hongkong*, had gone ashore. No particulars as to the position of the tug were given, but it was stated that the crew was saved.

The Master Attendant at Singapore has received a telegram from Port Swettenham giving the correct position of the rock reported by the Captain of the *s.s. Glamorgan*. The position is Lat. 3, 13, 37, N. and Long. 101, 12, 50, E. about two-and-a-half miles due north of Pulo Anaga light-house.

The Manila *Cable* of January 13th says:—Two vessels enroute from Australia ports known to have encountered the recent typhoon were still unreported at 6 p.m. yesterday. They are the German liner *Manila* and the British freighter *Kitchell*. Both are now 48 hours overdue, providing they have not arrived in the night.

There is a low sort of snobishness which is very rife to-day, and which seems like a species of hybrid between the social and the moral form of the disease, says the *Spectator*. It shows itself in a strong desire to be in the moral fashion. People teach themselves to condemn what is condemned by the fashion of the moment, and to excuse what is by that fashion excused.

It is reported from Paris that Professor Behring has discovered a new method of sterilising milk, without boiling it or destroying any of its essential principles. The method is based on the powerful qualities of German perhydrol, simply oxygenated. One gramme per litre of this substance is sufficient to destroy all noxious germs. Milk thus sterilised can be kept a long time.

A correspondent of the *Daily News* gives his child's description of an accident that occurred while a man was putting coal into a cellar from the footway. The horse of the coal cart started forward suddenly, with the result that a sack of coal fell upon him. "He was," said the child, "such a kind man. He didn't hit the horse, or kick it, or scold it. He just sat down on the pavement and talked to God about it."

The following have been chosen to play for the Hongkong Football Club versus Middlesex Regiment at Happy Valley this afternoon: Goal, C. B. Franklin; Packs, E. Humphreys and G. E. Morrell; Half Backs, H. C. Gray, T. C. Vernon and Th. Morley; Forwards, W. H. Williams, R. D. Atkinson, J. MacG. Weston, J. Mead and E. R. Turner. The referee will be Mr. P. S. Jameson. Kick off at 4.15.

The so-called miraculous fungus which for some days was worshipped at Borgehout, near Antwerp, it having taken the form of the Virgin Mary holding the Child, has met with an ignominious end. The people who hark back to the superstitions of their neighbours and demanded a small fee for showing the "miracle." When it came to dividing the spoils there was a free fight, in which the fungus was kicked out of existence. The neighbours fully expected the heavens to open and send forth a rain of fire—but the sky was brighter that day than it had been for a week.

Captain Harry Graham, a brilliant writer of light verse, has gone a step further than President Roosevelt. In the current number of the *Century Magazine* he has written a poem inaugurating Grammar. This beautiful new language is a sort of literary shorthand. You only use the first syllable of the word, and leave the rest to the imagination of the reader. If the reader hasn't got any imagination, he won't understand Grammar. Thus the Captain begins—

When Theo. Ross unfurled his banner,
As Pres. of an immense Repub.
And sought to manifest a plan
For saving people trouble.

A reader says: So far, I have not made much headway in Grammar. This is the best I can do—

When old M. Aust. lays down his pen,
When Mos. T. Pig. has had his day,
And O! when Sea. is dead. Ah, then!
Our Po. Laur. will be Cap. H. Gra.

The matinee of "Aladdin" at the Catholic Union on Thursday proved an immense success. The amateurs appeared to be playing with less nervousness than on the opening night, so that the piece ran through with more smoothness and go, and earned constant rounds of applause from a crowded house. Tonight and on Monday night the piece will again be staged, when some new songs will be introduced. We hear also that owing to the fact that many children had to be turned away last Thursday the Committee have, by special request, decided to give another matinee next week, the date of which will be advertised later.

By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, on Saturday, 19th January, 1907—

March—"Pauzab." Payne
Valse—"Wiener Fraulein." Franz Lehar
Latest Work by the Composer of the celebrated "Gold and Silver."
Selection—"Emerald Isle." Sullivan and German
Song—"Eileen Aroon." Thomas
Gigue—"Sapphire Neckties." Sullivan
Serenade—"Birthdays." Elliott
Selection—"La Fille du Madame Angot." Loeuq
Arabian Dance—"Sarasvati." Sarasvati
Regimental Marches.
God bless the Prince of Wales.
God save the King.

Dinner Menu—Hom D'Ouverture—Anchoy Canapes, Soup—Chicken Broth, Fish—Boiled Fish and Parsley Sauce, Entree—Pigeon Tardie and Green Peas, Victoria Cakes and Tomato Sauce, Chicken Liver and Ham Rissoles, Curry—Parses, Joins, 6c.—Roast Australian Lamb and Mint Sauce, Roast Capon and Celery Sauce, Boiled Corned Beef and Carrots, Cold Game Pie and Mixed Salad, Sweets—Vermicelli and Marmalade Pudding, Tipped Cake, Apricot Ice Cream and Finger Cakes, Cheese Straws, Dessert—Coffee—Fruit.

SUPREME COURT.

Friday, January 18th.

IN CRIMINAL JURISDICTION.

BEFORE SIR FRANCIS PHIBBS (CHIEF JUSTICE).

The Criminal Sessions opened, but were formally adjourned until Monday. The only case set down for trial is one in which Chan Kau stands indicted on four counts of assault causing bodily harm.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

WAITING HIS HONOUR'S TIME.

Wong Suk-kan sued A-mun to recover \$4, which she claimed was due for two months' rent.

Defendant—Only owe one month's rent, and that is \$1.50.

His Lordship—Plaintiff says it is \$2 a month.

Both parties then proceeded to explain, and the usher had some difficulty in silencing them.

His Lordship then told them to sit down, remarking that it was absurd for them to be wasting the time of the Court for a sum of \$4.

Later he addressed the plaintiff: "I'll give you \$1.50 and costs; will you take that?"—Yes.

His Lordship—Very well—judgment for \$1.50 and costs.

Defendant—I'll pay her now.

The parties were shown the door.

His Lordship—They're sure to fight over the costs when they get outside.

A CARELESS TENANT.

Sit Leung-kit claimed from Wong Lun-shi the sum of \$24 due for rent.

The defendant's husband appeared, told his Lordship the defendant was his wife and did not owe the money.

His Lordship—What is she, your kit fat?—No.

His Lordship—Then you can sit down. Call the defendant.

Defendant was called and reprimanded for neglecting to answer her name.

Sit Leung-kit stated that defendant was the tenant of one of his houses at Tai Kok Tsui from August 1st, 1905, till January of last year.

His Lordship—Why haven't you sued her before?—Because she cleared out of the Colony.

Defendant was then called and admitted entering the house on August 1st, but stated that she left again on September 27th.

His Lordship—Produce your rent receipts.

The plaintiff gave no receipts.

You never got a receipt at all?—No.

Well, you'd better pay again; you must know it is proper to get receipts for rent. But the plaintiff wouldn't give me any receipts.

His Lordship—Oh! rubbish. I fancy you are just as able to scold him as he is to scold you. Judgment and costs for plaintiff.

MACAO.

(FROM OUR CORRESPONDENT).

January 16th.

NEW BANK NOTE.

The new issue of notes by the Banco Nacional Ultramarino will be welcomed by the people of this city. It will, I hope, tend to lessen the circulation of the debased Chinese subsidiary coins in Macao and in your Colony.

THE TAX ON PRINTING.

Fernor Olympic d'Oliveira, the "inspector da Fazenda" has countermanded the order for the stamping of "expresses."

AN ENTERTAINMENT.

The Terrence Ramalho Popular English Entertainers are in Macao and will give two performances on Saturday and Sunday next in the Theatre of D. Pedro V. It is so seldom that a travelling company of entertainers dares to pay us a visit that I hope that their venture will prove a success.

WAR SHIPS.

H.M.S. *Robin* is in our inner harbour; she arrived yesterday. The *Rio Lima*, which has been outside practising, has returned to her usual mooring.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE JAMAICA EARTHQUAKE.

LONDON, January 18th.

One thousand persons have been reported killed through the earthquake at Kingston.

It is believed that the shores of the harbour are sinking and it is feared that the city will be submerged.

GERMAN COLONIAL TROUBLES.

LONDON, January 18th.

The fighting in Danmarland has been resumed.

"CARLISLE" JUDGMENT.

LONDON, January 18th.

The judgment in the King's Bench in the case of the steamer "Carlisle" is in favour of the seamen.

EARTHQUAKE IN SCOTLAND.

LONDON, January 18th.

A slight earthquake visited Oban.

[REUTERS SERVICE.]

THE EARTHQUAKE IN JAMAICA.

LONDON, January 18th.

The earthquake at Kingston occurred on Monday afternoon. Mr. Haurer Greenwood, M.P., in a cable to the Colonial Office states that the city is entirely destroyed. Sir James Ferguson, the ex-Minister, is reported to be dead, but no other British, Canadian or American are reported missing. Later reports indicate the death toll at not more than 100. A fire succeeded the earthquake, but it was apparently confined to a small section of the city. The principal hotel and other important buildings were destroyed, otherwise the fire seems to have been confined to the docks.

Advices from Kingston dated the 18th inst. state that all the houses within a radius of 10 miles were injured, and almost every house in the city was destroyed. Four hundred people were killed, and over one thousand injured. The churches, public offices, and hotels have all gone.

THE CHINA FAMINE FUND: A CONTRADICTION.

LONDON, January 18th.

The statement that a fund had been opened at the Mansion House for the relief of the famine in China is not correct, the statement was based on a misleading newspaper paragraph.

SEVERE TYPHOON IN THE PHILIPPINES.

LONDON, January 16th.

The islands of Leyte and Samar, in the Philippines, were swept by a typhoon on the 10th instant; hundreds perished, and the barracks at Leyte and Samar were destroyed. No further details are to hand.

THE JAPANESE SHIPPING COMBINE.

The Japanese Consul in Bombay gives the following account of the new shipping combination recently reported:—Japan possesses at present three large shipping concerns, including the Nippon Yusen Kaisha. In addition there are several minor Companies, and the new Company is really an amalgamation of these small private concerns. The Company already possesses a considerable fleet of merchantmen, and new boats will be built as soon as possible. I should think that an Indian office will be established either at Calcutta or Rangoon. Japan is already fairly well represented by her mercantile marine at Colombo, Bombay and Singapore; but in Calcutta and Rangoon, her representation is rather insignificant compared with that of other Powers. The new Company has no wish to enter into competition with existing enterprises, and as the Nippon Yusen Kaisha occupies a strong position in Bombay, the Directors of the fresh concern will naturally look for places where they can have a clear course before them and where no danger exists of falling foul of other combinations. As regards Bombay, too, the Peninsular and Oriental Company occupies a position quite unassailable, and for that reason alone the Japanese line will not make Bombay its Indian headquarters.

ENGLISH WEATHER.

It is a fact that the Linotype would refuse to set down the words which we think of the weather. The matrices would fly in confusion and alarm before a torrent which we must continue to dam. But, in the gentlest way in the world, we may be allowed to intimate that of all the delicious vagaries and wholesome idiosyncrasies of the British climate, it has been reserved for the winter of 1906 to provide an example of samples which no succeeding year or century can hope to equal. We arise in the morning to find snow and sleet struggling with largesse of rain to make the streets unbearable. By noon-day rain is tumbling down in buckets, by 6 p.m. it is clear but muggy warm. At 9 p.m. it begins to freeze, and so continues till 5 a.m., when sleet and rain descend once more. And so the round game goes, and the pawns—poor human beings—drop off one by one, and earn the "practical reason" which Alexander McElroy so much enjoyed. It is interesting to wonder what will happen next. But we are losing curiosity. A kind of *sallea despir* has overtaken us. A merry Christmas—Evening Standard.

LOCAL SPORT.

CRICKET.

A match between the Parses Cricket Club and Kowloon C.C. takes place this afternoon on the Parses ground at Happy Valley, commencing at 2.30 p.m.

The following will play for the Parses:—F. G. Kanga (Captain), J. D. Norris, J. J. Vasania, B. P. Taviya, J. H. Benonjee, M. Benonjee, B. A. Tarnop, S. B. Batiwalla, J. N. Mohita, C. B. Mowrawalla and R. Jeevanjee. A. B. Avasia (Umpire). A. B. Khanna (Scorer).

HONGKONG CRICKET CLUB.

The following teams have been chosen to play to-day, commencing at 1.15 p.m.:—A to M: Messrs. R. Hauecock, R. E. O. Bird, R. H. Beattie, C. H. Mckay, J. Hall, E. A. Fowler, E. G. Ferguson, P. Jacks, Lt. J. U. Hope, R.A., Dr. C. Forsyth and A. N. Other. N to Z: Messrs. T. E. Pearce, W. C. D. Turner, W. A. Powell, H. W. Woodward, N. H. Butlerford, W. Peake, R. Pestonji, Capt. Thompson, 3rd Mid, Lt. S. Usler, 129th Bal, Dr. C. H. Orlande and Eng. Lt. Saker, R.N.

LEAGUE CRICKET.

CIVIL SERVICE & POLICE.

This match takes place to-day on the Civil Service ground, play to commence at 2.15 p.m. The following team has been selected to represent the Civil Service:—H. T. Jackson (Capt.), Hon. Dr. J. M. Atkinson, E. B. Reed, F. A. Biden, L. Bolton, P. R. Adams, G. A. Woodcock, A. J. Jordan, P. T. Lambie, L. E. Brett, and Ballock. Reserve: A. Tucker. Umpire: W. H. E. Smith.

CRAIGINGOWER & ROYAL ENGINEERS.

This league match will take place to-day at 2.15 p.m. on the Craigingower ground. The Craigingower team will have as follows:—L. E. Lammet (Capt.), R. Barr, A. O. Brown, J. D. Kinnaird, L. A. Rose, E. Irving, E. S. Ford, R. B. Cooper, S. E. Green, H. Rapp and C. H. Lyson.

H.K.C.C. "A" & ARMY STAFF.

On the Military ground, Happy Valley, this afternoon, at 2.15 p.m. the "A" will be represented by the following:—H. W. Colom, R.N., Lt. D. Johnson, R.N., S. Robinson, R.N., C. G. Gray, S. Moore, H. H. Taylor, R.N., H. R. Walls, J. H. Gardner, B. F. Chapman, A. S. Miter and A. S. Logger.

LEAGUE TABLE.

The following is the League table up to date:—

CLUB	Played	W	L	Drawn	Points
Hongkong Police	7	5	2	1	15
Civil Service	7	4	3	1	15
Craigingower	9	4	3	2	14
H.K.C.C. "A"	9	4	4	1	13
Kowloon	9	3	5	2	8
Army Staff	8	3	3	2	7
R.G.A.	8	1	6	2	2
R.E.	8	1	6	2	2

3 points = a win.
1 point = a draw.

HONGKONG CORINTHIAN YACHT CLUB.

PROGRAMME FOR SUNDAY, JAN. 20TH.

One design class. Race for the "China Mail." Cap. First gun 10.40 a.m. Starting gun 10.45 a.m. Course:—Lycemna Beacon (starboard) Meyer's Last Buoy (starboard)—Kowloon Rock (port) 10 miles.

Handicap class. Sealed Handicap Race. First gun 10.55 a.m. Starting gun 11 a.m. Course:—To be disclosed on club notice board at 9.30 a.m. Sunday, January 20th.

Handicapper: L. Bruce Shepherd.

Motor Boat Section. Result of first club race. First gun 2.55 p.m. Starting gun 3 p.m. Course:—From club house. Lycemna Beacon (starboard) and back to club house.

TRIAL TRIP.

The *Perle*, one of four stern wheel steamers designed for the Tonkin River Subsidized Mail Service, underwent her trial trip yesterday, and as congratulations were numerous during the afternoon it follows that the results were highly satisfactory. Undoubtedly the Kowloon and Whampoa Dock Company, who have built and engined her, have reason to be pleased with the outcome of their handiwork, while Messrs. Wilks and Jack, who designed the craft and superintended its construction on behalf of Messrs. Roque, are to be congratulated on the success they have achieved. The *Perle* is 146 feet long, 24 feet broad, and draws only about two feet of water as it must traverse many shallows between Haiphong and the Chinese frontier. It has accommodation for six first class passengers, twelve second class, forty third class and about 200 can be accommodated on the lower deck. Although it is a very serviceable craft, admirably planned for its future trade. A due regard has been paid to the comfort and convenience of passengers and it is not the fault of the designers or the builders if the *Perle* does not become popular with travellers in Tonkin. When the company had seen the steamer's capabilities, Mr. Graham, who represented the Dock Company, proposed prosperity to the *Perle* and its owners, to which Mr. Roque responded and submitted the toast of the Dock Company which had done such good work. After other complimentary toasts, the measured mile in Kowloon Bay was traversed several times. As the vessel has a large amount of superstructure and a very little draught, the rough weather did not permit of her showing her pace—though the speed was satisfactory—but it demonstrated her seaworthiness. To-day, given better conditions, there will be another speed test and in a day or two the vessel will proceed by her own steam to Haiphong. It is expected that the second of the series will be launched in a fortnight.

POLICE COURT.

Friday, January 19th.

BEFORE MR. F. A. HAZELAND (First Police Magistrate).

THREATENING ON CROWN LAND.

Three stonecutters were charged with occupying a portion of Crown land at the junction of Connaught Road West and Des Voeux Road West for the purpose of storing stones without permission from the Surveyor General. They admitted the offence and His Worship adjourned the case until to-day to allow them to clear away the stones and to come up for judgment.

ILLEGAL BILL POSTING.

A ecclie was charged with affixing a poster on the walls of the Naval Yard and, pleading guilty, was fined \$7.

GAMBLING ON THE WATER.

The water police arrested the master of the "Deck launch" No. 9, the engineer of the launch "Eli", a stealer on board the Deck launch No. 6, and a cook on board the Deck launch No. 7 on a charge of gambling on board the launch "K" yesterday morning. Fined \$2 each.

WHARF OBSTRUCTION.

Samuel Pepper was summoned for allowing a motor boat to lie alongside Blake Pier. Defendant said he had given instructions to his men not to do so.

His Worship—You can prosecute them for disobedience to orders.

Defendant said he would do so if it occurred again. Fined \$3.

BEFORE MR. C. D. MCDONNELL (Second Police Magistrate).

BY THE KING'S COMMAND.

An interesting episode took place when Mr. E. J. Grist informed His Worship that he wished to refer to a Building Authority summons.

His Worship—For whom do you appear?

Mr. Grist—For myself and partner.

His Worship—How is that?

Mr. Grist—I am bound to come. I am summoned by the King's command.

His Worship—Are you the defendant?

Mr. Grist—No. I have to complain of the way in which the summons is drawn up. The summons is served on Messrs. Wilkinson and Grist, and I am bound to appear. It should have been served on us as agents for Tung Shan-sau, the executor.

His Worship—Yes.

Mr. Grist—The agent is not responsible.

His Worship—Just so.

Mr. Grist—I am prepared to accept service if the summons is amended. If your Worship adjourns the matter I will look into it and see what the Building Authority requires. I have no doubt it will be put right.

His Worship—What is it?

The Inspector—It is a dangerous wall at Station Street, Yau-mai. It is bulging out. The notice expired two months ago.

Mr. Grist—Well, there seems no great hurry. It won't matter if it stands over another week.

His Worship—Do you think the wall will stand up another week?

The Inspector—Yes.

His Worship—The case will be adjourned for a week.

MAKING NOISE BY MUSIC.

Ng Sze-ki, of 14 Wyndham Street, was summoned, at the instance of Inspector Ritchie, for beating a gong to the annoyance of the neighbourhood. It appeared that there was a celebration of the anniversary of a death at this particular house, and the beating of gongs was a part of the celebration. Mr. Irvine, from the Education Department opposite, sent a complaint to the police on Monday. In consequence an Indian constable was despatched to the scene, and heard the beating of the gongs and other noises. Under cross examination by Mr. Ritchie, Mr. Irvine, who appeared for the defendant, witness said they were "making noise by music." P. C. Ritchie spoke to having visited the house the following day and found a great noise proceeding from it, caused by the beating of drums and gongs. He inquired if a permit had been obtained, and on being answered in the negative, said the performance must stop until such had been procured. The noise then ceased.

Mr. Harding argued that it had not been proved that this man was beating a gong or that he was the owner of the house. He further contended that no permit was required for a religious service, or for a marriage or a death service.

Defendant was put in the box and stated that the beating of gongs was occasioned by his brother's death.

Mr. Harding—Why did you beat the gongs?

Defendant—It is necessary to do so.

Defendant added that the Registrar-General told him it was unnecessary to obtain a permit. The summons was dismissed.

SOLDIER V. POLICEMAN.

Corporal Daly, B.G.A., summoned P.C. Hedge for assault at Wan-chai on the 27th ult. Mr. E. J. Grist appeared for complainant and the hearing was adjourned till 23rd inst.

POSTCARD SHOW CASES.

The case, in which O. F. Ribeiro was summoned for "erecting or causing to be erected a show case, at the east end of No. 4 Queen's Road Central (in Duddell Street) encroaching over Crown Land," again came before the Court. Mr. F. B. L. Bowley (Crown Solicitor) appeared for the prosecution and amended the charge by substituting the word street for Crown Land. Mr. Otto Kerg Sing on behalf of the defendant denied the charge.

Mr. Bowley said that he would prove that the defendant had erected show cases, for the

purpose of showing picture post cards, affixed to the east end of No. 4 Queen's Road Central, at the corner of Duddell Street. The show cases projected 7½ inches over the footpath and about 10 inches from the wall which was set back. Gas brackets also fixed above the cases projected 15 inches over the street. Defendant applied for permission to maintain the cases, but was refused by the Director of Public Works. The case came under section 123 of the Public Health and Buildings Ordinance which laid it down that no encroachment should be legal over the street, that was unauthorized by the Building Authority. The words they relied upon were: "an unauthorized projection over a street." They did not rely on the word "obstruction" but on an encroachment which was unauthorized.

Evidence having been called, defendant entered the box and stated that the cases were not fixtures but were hung on the wall by means of brackets. The cases did not touch the ground and could be taken down at night.

Mr. Kerg Sing argued that the encroachment was not such as contemplated in the ordinance, and where the cases were placed chairs had been hung for years. In the event of a conviction he asked for a nominal penalty.

His Worship imposed a fine of \$2, and ordered the cases to be removed within fourteen days.

THE "CRAIK" CHILDREN FUND.

The following contributions have been promised to the fund to provide for the future of the children of the late Mr. Craik, murdered at Kowloon Docks:

Sir C. P. Chater	100.00
Mr. N. A. Sibbald	100.00
Mr. W. J. Gillson	100.00
Mr. E. Goss	100.00
Mr. A. H. Hume	100.00
Mr. H. P. White	100.00
Mr. D. W. Craddock	100.00
Mr. G. H. Medhurst	100.00
Mr. J. S. Van Duren	100.00
Mr. S. Silverstone	100.00
Mr. H. N. Mody	50.00
Mr. Thos. Rose	25.00
Mr. W. Wilson	25.00
Mr. G. D. Jones	10.00
Mr. Alex. C. Squair	5.00
Mr. R. Mitchell	15.00
Mr. Geo. Smith	10.00
Mr. D. Gow	5.00
Mr. Thos. Neave	10.00
Mr. J. D. Logan	10.00
Mr. W. Graham	15.00
Mr. W. Davison	10.00
Mr. J. Guy	5.00
Mr. J. Rolson	2.00
Mr. H. Biehnicht	5.00
Mr. J. Menzies	3.00
Mr. A. J. Ward	5.00
Mr. W. Hutchison	10.00
Mr. E. W. Tait	10.00
Mr. J. C. Gow	3.00
Mr. W. Taylor	3.00
Mr. J. Pearson	3.00
Mr. D. Keith	5.00
Mr. S. Smith	3.00
Mr. T. Oates	3.00
Mr. J. Turner	2.00
Mr. C. Pitcock, Jr.	5.00
Mr. G. Duncan	2.00
Mr. E. White	2.00
Mr. J. M. Henderson	5.00
Mr. S. Lightfoot	2.00
Mr. J. Panchen	2.00
Mr. H. S. Wynne	5.00
Mr. H. Gower	2.00
Mr. G. White	2.00
Mr. J. M. Ramsey	3.00
Mr. E. R. James	5.00
Mr. J. Tully	5.00
Mr. W. F. Ford	5.00
Mr. E. Brooks	5.00
Mr. C. Crispin	5.00
Mr. J. D. Morrison	5.00
Capt. G. Dodds	5.00
Mr. H. Blackledge	5.00
Mr. E. R. James	5.00
Mr. C. F. de Silva	2.00
Mr. W. Nicholas	5.00
Mr. J. F. Simmonds	1.00
Mr. C. F. Grey	1.00
Mr. Wm. Stewart	5.00
Mr. E. Lapsley	5.00
Mr. H. Hyndman, Jr.	100.00
Mr. E. F. Carmichael	10.00
Mr. J. Martin	10.00
Mr. J. J. Sibbald	3.00
Mr. W. Tulip	5.00
Mr. W. G. McBryde	5.00
Mr. R. H. Baxter	5.00
Mr. Sui Yee	30.00
Goddard & Douglas	30.00
Mr. G. W. Williams	5.00
Mr. A. H. Rennie	50.00
Mr. A. Ritchie	20.00
Holmes & Co. (Comp. Co. Ltd.) per R. F. Hume	20.00

ACCIDENT TO THE KING OF PORTUGAL.

HORSE ATTACKED BY A WILD BOAR.

The King of Portugal and the Heir Apparent, accompanied by the Marquis de Fernand and the Duke of Medina, were hunting the wild boar on Dec. 9th (Sunday) near Arronches; several of the animals were driven into their lairs, when they became ferocious and attacked the hunters. One of the boars, of enormous size, flew at the King's horse and dismounted it. The King was brought down, but, thanks to the ready aid of his son, he was able to extricate himself from the horse. However, the boar managed to wound the two noblemen and three beaters.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 18th at 12.05 p.m.—The barometer has risen moderately over E. Japan and the E. coast of China, and fallen slightly over the Loochoos.

The shallow area of low pressure is now situated to the N.E. of the Loochoos. Areas of high pressure are lying to the N.E. Japan, and over N. China.

Fresh monsoon may be expected in the Formosa Channel and the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.60 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { N.E. winds, fresh; fine.
Formosa Channel { Same as No. 1.
South coast of China between { Same as No. 1.
Hongkong and Loochoos {
South coast of China between { Same as No. 1.
Hongkong and Hainan. {

P. AND O. COMPANY.

CHAIRMAN OF CHINA TRADE.

The speech of Sir Thomas Sutherland at the annual meeting on December 11th included the following:—

The tonnage of the world is somewhat too plentiful, and ships seem to spring up on every hand to compete for trade wherever it is to be found. Then there is another curious feature in the case, and that is, that the Indian Government and their associated railways do not give too much encouragement to lines such as ours, who run their ships whether for profit or not, but they are always ready to patronize cheaper and slower vessels, which are from time to time put on the berth against us. And this policy, of which I do not complain, and which I do not even criticize, has undoubtedly encouraged the German competition, for although our Government cargo has been loaded in German vessels, yet it has been extensively loaded in the ships which were worked in concert and alliance with our German opponents, and to that extent the German position has been indirectly encouraged. As I say, I make no complaint or criticism on the subject. I merely state the broad, actual facts of the case in order to show that certain difficulties have to be met in connection with that important branch of your trade.

Now, gentlemen, to turn to another quarter of the world, I am glad to say that our China trade, that is, the trade between London and China, has been, upon the whole, satisfactory, though not by any means so brilliant as it was the previous year, for I did not have to do much work, and to run more voyages in order to earn the same amount of money; but upon the whole it has been satisfactory. If I turn to Australia, again I find there appears to be an opening of a better state of things than has existed for some years. But here, again, so far as the mail steamers are concerned, they are unfortunately a little in the clutches of the apoplexy, because the mail steamers, depending as they do principally in regard to freight on the conveyance of valuable refrigerated cargo, have lately seen the rates on refrigerated products, especially on butter, reduced 50 per cent in comparison with what they were before, through the action of what is familiarly known as the American combine, which combine, so far as I know, have done no particular good to themselves by their policy. The two British mail companies have in consequence lost in actual freight between £50,000 and £100,000 between them on butter alone. The state of things in regard to this trade is therefore such that we have felt it necessary to make a movement of a forward character, and we have now inaugurated a service of cargo vessels by which we hope to supplement the earnings of our mail steamers. But at this moment, when I may say the interests of the mail lines is to use a nautical phrase, somewhat in the doldrums, it would certainly appear to be an important moment to inaugurate a new mail service of a novel and important character, such as has been advertised in the Press for some months past. Now this scheme appears to be of a highly ambitious character. It is promoted apparently by a syndicate of eminent shipbuilders who are ready and willing to build a fleet at a cost of something like £4,000,000 sterling, and I presume are ready to carry out that operation not altogether exclusively for philanthropic motives. It is not the first time in the history of the Australian colonies that an outsider has rushed into a mail contract which an experienced company like the P. & O. Company declined to entertain; and history tells us that the result was followed by serious disaster. The project to which I am now referring, I am inclined to regard as a venture, including what would be necessary for the purposes of depreciation and insurance, of £1,000,000 sterling; and, speaking as a practical man who is engaged in connection with affairs of this kind, I say it is absolutely impossible to surmise where a revenue of this kind is to be obtained under the conditions specified in the Australian Colonies Mail Contract, and I am inclined to dissolve like the business failure of a vision, or crumble like the walls of Jericho, but we do not live in the age of miracles, and threatened enterprises have the knack of living for a long time.

THE LATE PRINCIPAL RAINY.

DEATH OF A MILITANT SCOTCHMAN.

It appears that Dr. Robert Rainy, the leading figure in the United Free Church of Scotland whose death was reported in our telegrams, died at Melbourne. He had gone to Australia under medical advice.

Dr. Rainy's death removes one of the most striking personalities not only in Scottish ecclesiastical circles but in the whole United Kingdom. He joined the Free Church of Scotland as minister within its first decade after "the Disruption," an event which did more to shape thought and action in Scotland than any other act in its internal history in the nineteenth century. Since then he has taken a foremost part in the activities of a council of his Church. His influence was not that of a great preacher or pastor, but of a great ecclesiastical organizer and fighter. The admiration which students—be they Professors of Church History in New College for nearly forty years—accorded him was unbounded, and his general intellectual ability, expressed in his pamphlets, articles and books gained him a wide reputation. He was the soul of the movement for the disestablishment of the Church of Scotland, and a considerable portion of the Free Church practically gave itself into his hands in this matter, remarks a contemporary.

The climax of his career was the union of the United Presbyterian Church and the Free Church of Scotland in 1900, an achievement largely due to his initiative, his great mental vigour and his qualities as a natural leader of men. It is only in Scotland, where the life of the Churches and the intellectual and spiritual life of the people are so closely interwoven, that his significance as a national figure could be understood. He had many enemies, which was inevitable in the case of one so strongly individual and of so firm a temperament. Charges laid against him were extolled by his followers have been used by opponents to reduce him. But among all there will be no doubt that his death robs Scotland of a strong, fearless and able man.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Toucan*, with the next French mail, will leave Saigon on Saturday, the 19th inst., at 6 a.m., for this port.

The Indo-China str. *Porosung* left Calcutta for this port via the Straits on the 15th inst., and may be expected here on or about the 31st inst.

The C.P.R. str. *Tartar* arrived at Kobe at 8 a.m. on Thursday, the 17th inst., and left again at 3 p.m., same day for Yokohama, where she was due to arrive at 5 p.m. on Friday, the 18th inst.

The str. *Bernice* left Sandakan on Thursday, the 17th Jan., p.m., and may be expected here on or about Monday, the 21st Jan., at night.

RUSSIA AND JAPAN.

PROBLEMS OF THE DEADLOCK.

The *Daily Telegraph's* correspondent at St. Petersburg says:—The significance of the hitch in the Russo-Japanese negotiations must not be gauged merely from the disagreements of diplomats on the fishing rights or the river navigation question. The arguments which govern these disputes are too clear and convincing to be persistently ignored. The disputed points would seem to be much more numerous than is generally supposed, and serious though they are in themselves, their greatest importance lies in their symptomatic character. They indicate a frame of mind which ill comports with the maintenance even of such correct relations between the two empires as are a condition of lasting peace. The Japanese are believed to have taken umbrage at Russia's neglect to open negotiations immediately after the campaign at her refusal to be represented at Tokyo by an Ambassador congruently with Japan's dignity as a "Great Power," and to have drawn the conclusion that this attitude betokens a resolve to remain estranged, to brood over past reverses, and prepare to retrieve them in the future.

On the other hand, Japan is supposed to be desirous of improving on the terms obtained at Portsmouth, and to be conscious that no such favourable opportunity may ever occur again. The Japanese Government is well acquainted with Russia's internal conditions, with the policy of patronage, and the money for the fortification and the fortress of her troops in the Far East, owing to the promptitude with which she evacuated Manchuria. Doubtless there must be something very attractive to ambitious diplomats in the prospect of driving a splendid bargain just now, but it may be doubtful whether wise statesmen would press the advantage while it is still in the theoretic phase. Russians argue that, although without belligerent may have left heavily by concluding peace, still peace is not an armistice, nor can a fresh treaty afterwards be dictated by the victor under the implicit threat of the resumption of hostilities.

The semi-official statement of the Russo-Japanese negotiations deals only with an apparently inspired Japanese newspaper telegram asserting that Russia is obliged by the third article of the Portsmouth Treaty to open the Amur and that Russia is not evacuating Northern Manchuria.

The communiqué seems to disprove the first assertion. As to the second an official of the Foreign Office has assured me that Japan has more soldiers in Manchuria than Russia. He added that Russia could easily have defeated the intention of the ninth article by granting Russian subjects extensive fishing concessions along the coast while the Portsmouth Treaty was being discussed, but that she showed her good faith by telegraphing to the local authorities only to grant short-term concessions.

In conclusion, the official complained that Japan had violated the tenth article by refusing to respect the rights of property of Russian subjects in Southern Sakhalin.

The present deadlock makes the Foreign Office uneasy. The Russians say that the Japanese interpretation is so far-reaching as to mean a new treaty. The Japanese version of the tenth article in regard to fishing has been so expanded and has become so unrecognisable that it is impossible for Russia to sign it.

On the other hand, the Japanese think that the opening of Manchuria will be a farce if the Amur remains closed.

In regard to the fisheries, the Japanese say that the Russian suspiciousness in putting impossible conditions on Japanese fisheries, and especially in regard to where they may fish and in regard to temporary settlements ashore, would make that article meaningless.

The Times correspondent on December 16th wired: In diplomatic circles here I find a unanimous tendency to discount the alarmist press prevailing in official spheres and in the regard to the outcome of the Russo-Japanese negotiations. A calm analysis of the situation leads to the conclusion that the present alarm is due as much to an instinctive, unreasoned apprehension of a rupture as to the artificial stimulus supplied by the Chauvinists. Were it possible to place all the facts before the public it would doubtless be readily understood that no real ground for anxiety exists. The main ground of difference has arisen over the definition and delimitation of fishing rights provided by the Treaty of Portsmouth, and, in particular, over the interpretation of the word "inlet."

Japan considers whaling and sealing as fisheries; Russia does not. The word "inlet" and the word "arms" in the French version of the treaty, on the other hand, give rise to contradictory interpretations materially affecting the extent and value of the fishing rights to be accorded. Diplomacy should be able, with a little time and patience, to settle these differences to the mutual advantage of both Powers, provided, of course, that the Chauvinist element is not allowed to get the upper hand.

A great deal has been said lately about the building of the Amur railway, double-tracking the Siberian trunk line, and linking the latter with the Trans-Manchurian. Yet it is obvious that these enterprises are not within the domain of the immediate future, and futile talk about them is only calculated to stir up ill-feeling.

Military circles are also trying to raise difficulties over the best of the railway to be built along the Amur, and contend that, unless Russia's gunboats can patrol the Sungari, Vladivostok will become insecure when the Russian forces evacuate Northern Manchuria next April.

PENANG'S FUTURE.

DEPUTATION TO THE GOVERNOR.

A deputation, consisting of Messrs. Presgrave, Turner, Guinness, Adams, and Lim Ee Toh, waited upon the Governor, Sir John Anderson, on Jan. 3rd, representing the Municipal Council, the Chamber of Commerce, the Penang Association, and the Chinese Chamber of Commerce with regard to placing the Prye Dock under a Harbour Scheme.

The Governor made a sympathetic reply with regard to the Harbour Scheme. He was still considering the dredging of the entrance of the Prye and the building of godowns, and the bringing of the railway to the Dock.

He asked for advice with regard to the extension of the iron pier.

He also referred sympathetically to Penang's request for a voice in her own local affairs.

How to be beautiful—Keep your complexion, Mrs. Ellen's Creams, Charms, Lait Charnant and Special Skin Tonic and Poudre Charnant will enable you to do it. For Specialities for the Skin and the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

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10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.

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12, QUEEN'S ROAD CENTRAL.

GAMBETTA AND HIS LOVE LETTERS.

The love letters of Gambetta, now being published in the *Revue de Paris*, are extremely interesting as love letters, (says the *Pall Mall Gazette*) but the people who expected political allusions of an intimate sort have been disappointed. There are none. This is not because Gambetta did not touch upon politics, and touch upon them with an astonishing freedom and frankness—but because it has been considered inadvisable to publish them. We live too near the times of Gambetta to allow indiscreet communications to be made on men and policies. Many of the critics are still living, or their sons are.

It could seem that the letters that have been published were communicated directly by Gambetta's mistress, to whom they were addressed (Mme. Leonie Léon), to M. Francis Laur, the author of the article. They were copied by him from a bundle of the correspondence. Mme. Léon appears to have had a coquettish delight, even on her death-bed, in showing how she was loved and what a large place she held in the heart of the great tribune and patriot. As to the letters that remain—and there are hundreds and hundreds of them, seeing that Gambetta wrote daily for three years—they remained sealed up in the house in the Rue Perrichon, where Mme. Léon lived. In this tiny shrine she dwelt as a recluse, never seeing anybody except a few "religious." She lived there with an old "house," who made the purchases each morning for the household. She was rarely seen in the streets, and the house itself had the veiled and desolate appearance of a sepulchre. And a sepulchre it was in some sort. Gambetta's cherished "amie" grew extremely pious with advancing years. She cut herself more and more aloof from the circle of Gambetta's friends. The perusal of these wonderful letters must have given her an odd kind of sensation, half pain and half pleasure, as she reread the sentiments of the free-thinking philosopher in the light of her new ideas on religion and the eternal verities.

To the Church, or, rather to a Sister in the Order of Benedictines, she has left such property as she possessed, including the precious letters. These, by an original testament should have gone to one of the most devoted friends of Gambetta, M. Marcelin Bollet, former deputy for the Gard and to-day French Minister at The Hague. But, by a later will, the testatrix made the nun who nursed her in her last illness her sole heir. We have therefore the strange position that Gambetta's letters, breathing a spirit utterly at variance with Church doctrine, are now in the hands of one of the servants of that Church. No wonder that the friends of the great statesman are a little alarmed as to the ultimate destiny of these precious and historic epistles. Will their new owner, in an excess of pious zeal, commit them to the sacrificial flames? It is horrible to think of.

CUMSHAW.

On January 1st, 1907, a new crime came into being at Home. Hitherto the law has not been so heavily upon the giver and receiver of bribes. Time, it has set its face against the corruption of judicial and ministerial officers, and of late years it has done its best to prevent corruption at elections. Misguided generosity to a judge or a voter has been labelled as a crime. But neither the receiver nor the donor of a "commission" has till now been made amenable to the criminal law. But he could be and is the civil courts, they might be compelled respectively to disgorge and repay the amount of the question. Now the statute has transformed them from tortfeasors into misdemeanants.

Every citizen being presumed to know the law, it is advisable that young and old should peruse the Act at their earliest convenience, all the more so as its measures are wide. How far it really goes the judges alone can say; but the case of the butcher who tips the cook certainly seems to be covered, and the housewife who "remembers" the shopman (in the hope that he will be more attentive to her needs than to those of other customers) and the diner who makes a humble offering to the owner (in the expectation that his portion will be the plainer) may both be found to be offending against its precepts. Even the Christmas-box pure and simple, may be open to suspicion after the festive season of 1906 has come and gone.

The Act embraces all "agents," all "principals," and all "persons" having business relations with them, and it defines "agent" as including any person employed by or acting for another, and "principal" as including an employer.

It declares that "if any agent corruptly accepts or obtains, or agrees to accept or attempts to obtain, from any person, for himself or for any other person, any gift or consideration as an inducement or reward for doing or forbearing to do, or for having after the passing of this Act done or forbore to do, any act in relation to his principal's affairs or business, he shall be guilty of a misdemeanour, and liable if indicted, to imprisonment for two years, a fine of £500,

SOFT WHITE HANDS



Soak the hands on retiring in a strong, hot, creamy lather of

Cuticura SOAP

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PERS. CODE: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

REDUCTION IN PRICE.

COLONIAL EDITIONS OF NOVELS From This Date \$1.50

KELLY & WALSH, LD.
Hongkong, 19th January, 1907. 232

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS are reminded that the Entries for the forthcoming Races close to the Undersecretary at the Hongkong Club House TO-DAY (SATURDAY), the 19th inst., at 5 P.M.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 19th January, 1907. 233

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NYANZA"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being loaded and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 4 hours.

Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 18th January, 1907. 1

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBROUGH, ANTWERP,
LONDON AND STRAITS.

THE Steamship

"GLEN TUBER"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods except plate cutlery are being landed at this time into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 25th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.
Hongkong, 18th January, 1907. 234

COMB AND INSPECT

Our Special Varieties of

ARTISTIC VIEW POSTCARDS

ALL KINDS OF

FOREIGN POSTAGE STAMPS, ALBUMS

AND OTHER

PHILATELIC GOODS

AT PRICES TO SUIT ANY BUYERS.

GRASS & CO.,
Hongkong Hotel Corridor.
Hongkong, 1st January, 1907. 125

CAMPBELL, MOORE & CO., LTD.

NOTICE.

ON and after the FIRST FEBRUARY next, PRICES for HAIR CUTTING, SHAVING, &c., will be REDUCED as follows:

Hair Cutting - 60 cents.

Shaving - 25 "

Shampooing - 25 "

Trimming Beards - 25 "

Singling Hair - 25 "

Face Massage - 60 "

Resetting Hair - 50 "

By Order,
M. A. A. SOUZA,
Secretary,
Hongkong Hotel Buildings.
Hongkong, 16th January, 1907. 212

JUST PUBLISHED.

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THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

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FROM 1ST JANUARY, 1864 TO 31ST DECEMBER, 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF THE 76TH CYCLE TO THE 39TH YEAR OF KWANG U.

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On sale at the HONGKONG "DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money order.

Hongkong, 3rd October, 1906. 1841

INTIMATIONS

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL FLOWER SHOW.

THE FLOWER SHOW is to be held on the 28th & 29th February. A Schedule is being printed and will shortly be distributed to Members. Non-Members wishing copies should apply to the Hon. Sec. Mr. L. GIBBS, Beaconfield Arcade.

Hongkong, 18th January, 1907. 227

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

THE FOURTH DANCE of the Season will be held in the CITY HALL on the 4th day of February. Members requiring invitations are requested to obtain them early. A Ferry Launch will leave the Star Ferry wharf at 2 A.M. sharp for Kowloon.

REGALIA DANCE IN MARCH.
CALICO HALL IN APRIL.

JOHN J. BLAKE,
Hon. Secretary.
Hongkong, 18th January, 1907. 228

D.G. LODGE OF HONGKONG AND SOUTH CHINA, E.C.

WITH reference to the proposed D.G. LODGE MEETING on February 6th next, between 5-7 P.M., to present an Address from the FREEMASONS OF HONGKONG to H.R.H. THE DUKE OF CONNAUGHT, Grand Master, E.C. M.M.'s who are NOT Members of any Lodge here, but may be desirous of attending this Ceremony, are requested to submit their NAMES and ADDRESSES to:—

The D.G. DIRECTOR OF CEREMONIES, E.C. Freemasons' Hall, Zetland Street, not later than the 24th inst., after which no applications can be received.

Members of Lodge here should apply through their own Lodge.

Hongkong, 17th January, 1907. 229

BEKANNTMACHUNG.

DIE antilichen Veroffentlichungen des Kaiserlich Deutschen Konsulats in Canton werden wahrend des Jahres 1907 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

Canton, den 31. Dezember 1906.

KAISERLICH DEUTSCHES KONSULAT.

159

BEKANNTMACHUNG.

DIE Bekanntmachungen aus dem diesseitigen Handelsregister, sowie die gesetzlich vorgeschriebenen Veroffentlichungen werden im Jahre 1907 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

Swatow, den 28. Dezember 1906.

KAISERLICH DEUTSCHES KONSULAT.

146

BEKANNTMACHUNG.

DIE antilichen Veroffentlichungen des Konsulats Pakhoi-Hohow werden im Jahr 1907 durch den "OSTASIATISCHEN LLOYD" und die "HONGKONG DAILY PRESS" erfolgen.

Pakhoi, 12. Dezember 1906.

DER KAISERLICH DEUTSCHE KONSUL.

2296

HONGKONG ST. ANDREW'S SOCIETY.

A SCOTCH CONCERT, to Celebrate the Anniversary of the BIRTH of ROBERT BURNS, will be held in St. George's Hall, City Hall, at 9.15 P.M., on FRIDAY, 25th January, 1907.

Seats (\$2 each) may be reserved at the ROBINSON PIANO CO., Ltd., Hongkong, 15th January, 1907. 203

WANTED.

AT ONCE, for Out-Door Work. Reliable Foreigners who are able to speak the Cantonese Dialect. State Age, Experience, Nationality and Salary to—

"A.H."
Care of "Daily Press" Office.
Hongkong, 18th January, 1907. 229

WANTED.

EUROPEAN NURSE to take charge of a young baby. Apply with recommendations and stating salary required, to—

Mrs. OSWALD,
Fenchow, 10th January, 1907. 211

WANTED.

CHINESE CLERK for 1st February. Must have a good knowledge of English and be able to Write Quickly.

Apply—
Care of "Daily Press" Office.
Hongkong, 17th January, 1907. 219

SITUATION WANTED.

BOILER MAKER and CONSTRUCTIONAL ENGINEER (Practical) OPEN FOR ENGAGEMENT. 18 years with the best Firms on the Clyde and Logan. 5 years' Experience in the East.

Apply to—
Care of Engineers' Association, Singapore.
Hongkong, 17th January, 1907. 218

SITUATION WANTED.

A PORTUGUESE CLERK with 6 years' Experience in Mercantile Firms, bearing Good References, WANTS SITUATION. Coast Ports no objection.

Apply to—
Care of "Daily Press" Office.
Hongkong, 8th January, 1907. 202

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (SATURDAY), the 19th January, 1907, at 11 A.M., at their SALES ROOMS, No. 2, Des Vaux Road, (Corner of Ice House Street), The Revenue Schooner

"PENG FEI"

As she now lies at Saikok, North of Samtsui, Her dimensions are—

Length over all ... 73 feet.

Breadth ... 17 "

Depth ... 9 "

Build of Hull with Iron Frames by the Hongkong and Whampoa Dock Co. in 1893.

The Running Gear, Sails, Anchors, etc., are lying in the Godowns of the Imperial Maritime Customs and will be Sold with the Vessel.

Terms—As usual.

For Further Particulars, apply to

HUGHES & HOUGH,
Auctioneers.
Hongkong, 12th January, 1907. 191

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer.

FAVOURED with instructions, will sell by PUBLIC AUCTION, TO-DAY (SATURDAY), the 19th January, 1907, at 2.30 P.M., at his SALES ROOM, at No. 84, Queen's Rd. Central, SILK AND DRESS MATERIALS

A quantity of FOCHOW LACQUERED WARE;

Also MISCELLANEOUS GOODS.

Terms—As usual.

Hongkong, 18th January, 1907. 231

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction

On MONDAY, the 21st instant at 11 A.M., at the HONGKONG TIMBER YARD, Bowring Road Canal, SUNDRY LOTS of

OREGON PINE, SPARS, &c.

Terms—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 18th January, 1907. 216

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTY To be Sold

By ORDER of the MORTGAGEE

On TUESDAY, the 22nd day of January, 1907, at 3 P.M., in the afternoon, by Mr. GEO. P. LAMBERT, Auctioneer at his AUCTION ROOMS in Duddell Street.

BEING all that piece or parcel of ground situate lying and being at Victoria, in the Colony of Hongkong and registered at the Land Office as SECTION B OF MARINE LOT No. 54 together with the messuage, or tenement thereon now known as No. 131, QUEEN'S ROAD CENTRAL. The said premises are held for the residue of the term of 25 years and for the further term of 92 1/2 years respectively created therein by a Crown Lease and Extension thereof respectively dated the 11th day of June, 1845, and the 2nd day of November, 1857, subject to the payment of the sum of \$21.00 being a proportion of the rent and the performance of the covenants in the said Lease and Extension reserved and contained.

For further particulars, apply to

WILKINSON & GRIST,
Solicitors for the Vendor,

or

Mr. GEO. P. LAMBERT,
Auctioneer.

Hongkong, 10th January, 1907. 182

BY AN ORDER OF THE SUPREME COURT OF HONGKONG.

MR. GEO. P. LAMBERT has received instructions to Sell by PUBLIC AUCTION, On WEDNESDAY, the 23rd day of January, 1907, at NOON, at his SALES ROOMS, Duddell Street, THE FOLLOWING PROPERTY:

THE RIGHT, TITLE AND INTEREST OF

LI HUNG MAU alias LI SUI CHI

Under the will of his late father LI CHI alias LI KEN CHUN of and in all that Share described and known as "The \$3,000.00 capital money of the I W TONG in the PAU ON WO KEE Partnership of No. 81, Wellington Street, Victoria, Hongkong. Together with all the Accumulations and Profits thereon, subject to any lien or right of the said PAU ON WO KEE Partnership.

For Further Particulars and Conditions of Sale, apply to

OTTO KONG SING,
Solicitor for the Plaintiff,

or to

Mr. GEO. P. LAMBERT,
Auctioneer.

Hongkong, 18th day of January, 1907. 221

By ORDER of the MORTGAGEE, PARTICULARS & CONDITIONS OF SALE OF VALUABLE LEASEHOLD PROPERTY Situate at Victoria, Hongkong, To be Sold by PUBLIC AUCTION On FRIDAY, the 25th day of January, 1907, at 3 o'clock in the afternoon, at his SALES ROOM, Duddell Street, by

Mr. GEO. P. LAMBERT, Auctioneer.

The Property comprises:—

ALL those two equal fourth parts or shares in an estate right title and interest of one DAVID CREE deceased of and in the piece or parcel of ground known and registered in the Land Office as the REMAINING PORTION OF THE RECLAMATION TO MARINE LOT NUMBER SIXTY TWO together with the messuage or tenement thereon known as No. 25, Des Vaux Road Central, Victoria, Hongkong.

The said Property is sold subject to the Terms, Conditions and Stipulations covenants and Agreements reserved and contained in Two Agreements dated respectively the 5th day of October, 1889, and the 6th day of December, 1889, respectively being Agreements relating to the Reclamation of MARINE LOT No. 82, and the letting in possession Agreement relating to the said Premises.

Further Particulars and Conditions of Sale may be obtained from

F. X. PALMADA & CASTRO,
Solicitor for the Vendor,

or

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 9th January, 1907. 189

AUCTION.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, On WEDNESDAY, the 23rd January, 1907, commencing at 3 P.M., on Board the "RAMBLER," the following:—

H.M. Surveying Vessel

"RAMBLER,"

Single Screw, Composite built, Copper Sheathed,

Displacement ... 835 Tons.

Indicated Horse Power ... 650 N.D.

Extreme Length ... 163 ft. 3 in.

Extreme Breadth ... 29 ft. 6 in.

Build ... 1880.

Engines ... Compound Surface Condensing, Horizontal, by Elder.

Propeller ... One Griffith's One metal.

Boiler ... Three Cylindrical Direct Tubular.

Load on Safety Valves ... 60 lbs.

Discharging Condenser ... Two Normandy's

Single No. 10 discharging 2,688 gallons of water per 24 hours.

HULK "MIDGE"

Late Twin Screw Gun Vessel, 603 tons,

Composite built, Copper Sheathed,

Length ... 155 ft. 0 in.

Breadth ... 25 ft. 0 in.

To be Sold as they now lie in Hongkong Harbour, with all Fittings, &c., on board.

A list of Fittings, &c., to be Sold with H.M.S. "RAMBLER" may be seen at the Office of the Naval Store Officer, H.M. Naval Yard.

The Admiralty will not be responsible for any errors in description of Ship, Fittings, Stores, &c.

The Vessels will be OPEN TO INSPECTION for Seven days before date of Sale, between 10 A.M. and Noon and 2 and 4 P.M. (Saturday and Sunday excepted).

Inspecting Orders can be obtained from the Auctioneers.

Terms—Cash before delivery. 25 per cent of the purchase money to be paid on the fall of the Hammer, balance and the clearance to be effected within 7 days after date of Sale.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 23rd December, 1906. 112

PUBLIC COMPANIES

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

THE TENTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 23rd January, 1907, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1906, declaring a Dividend and electing a Consulting Committee and Directors.

THE TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 23rd January, until SATURDAY, the 26th January, 1907, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 9th January, 1907. 178

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SIXTH ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Buildings, on SATURDAY, the 23rd January, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1906.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, the 18th January, to SATURDAY, the 23rd January, (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors,

MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, 11th January, 1907. 181

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the NINETEENTH ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Buildings, on MONDAY, the 23rd January, 1907, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1906.

The Register of Shares of the Company will be CLOSED from SATURDAY, the 19th January to MONDAY, the 23rd January (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary to the

HONGKONG LAND

SHIPPING.

ARRIVALS.

AILSA CRAIG, British str., 2,105, Moody, 18th Jan.—Mororan 8th Jan. Coal—Dedwell & Co.

HAIJONG, Dutch steamer, 1,815, Jan.—Amoy 18th Jan. Ballast—Arnold, Harber & Co.

HANOT, French str., 739, S. Morley, 18th Jan.—Haiphong and Hoibow 17th Jan. General—A. R. Marly.

HOLSTEIN, German str., 1,103, A. Neijahr, 18th Jan.—Hence 9th and Hoibow 18th Jan. Salt and Pigs—Jensen & Co.

KARU MARU, Japanese str., 1,041, Hoshimoto, 18th Jan.—Kobe and Wakamatsu 12th Jan. Coal—Fukusei Co.

KNIVBERG, Ger. str., 645, C. Jurgensen, 17th Jan.—Funching Bay 12th Jan. Salt—Jensen & Co.

MARCO P., Italian steamer, 3,800, Presbitero, 17th Jan.—from Shanghai.

MICHAEL, French str., 951, H. Benard, 18th Jan.—Haiphong and Hoibow 17th Jan. Rice—Jensen & Co.

NYAZA, British str., 4,170, H. S. Bradshaw, 18th Jan.—London 8th Dec. General—P. & O. S. N. Co.

PHILIPPI, British str., 1,009, G. H. Scott, 18th Jan.—Funching Bay 12th Jan. Rice and General—Chenow.

TEAR, British str., 1,346, A. Somerville, 18th Jan.—Moulin 15th Jan. General—Butterfield & Swire.

ULV, Norwegian str., 331, J. Pedersen, 17th Jan.—Sigen 11th Jan. Rice and Flour—Argard, Thoresen & Co.

VICTORIA, Chinese str., 310, J. F. Messer, 18th Jan.—Chifu 12th Jan. General—Chenow.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
Jan. 18th.

KWONG, German str., for Memo.

LYON, German str., for Saigon.

APACHE, British str., for Shanghai.

YANKEE, British str., for Saigon.

YANKEE, Dutch str., for Macao.

YANKEE, British str., for Manila.

DEPARTURES.
Jan. 18th.

CEYLON MARU, Japanese str., for Bombay.

CHONGHONG, British str., for Saigon.

CHUBAI, Norwegian str., for Bangkok.

DOCT, Norwegian str., for Canton.

GLANFORTH, British str., for Shanghai.

GLANFORTH, British str., for Canton.

KOSCHIKO, German str., for Swatow.

NYAZA, British str., for Shanghai.

OSAGO, British str., for Calcutta.

SEIZ, Russian str., for Bangkok.

YOKOHAMA, British str., for Canton.

YUNNAN, British str., for Canton.

SHIPPING REPORT.

The British str. **Phonon** reports: Fresh monsoon, clear cloudy weather and heavy heat.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship.

"HAICHING."
Captain A. E. Hodgins, will be despatched for the above Ports on MONDAY, the 20th inst., at 10 A.M.

For Freight or Passage, apply to
DOUGLAS, LAPEL & CO.,
General Managers.
Hongkong, 17th January, 1907. 225

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"TOURANE."
Captain Lancelotti, will be despatched for the above Ports on about MONDAY, 21st inst.

For Freight or Passage, apply to
O. DE CHAMPEAUX,
Agent.

Hongkong, 17th January, 1907. 2

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG, 1907.

FOR NEW YORK.

"SANTANA" ... 21st Jan.

"SIRI" ... 9th Feb.

"MUNCASTER CASTLE" ... 12th Mar.

For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, 12th November, 1906. 1287

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"JAPAN."

Captain J. G. Olfant, will be despatched for the above Ports on TUESDAY, the 22nd inst., at 3 P.M.

For Freight, apply to
DAVID SASSOON & CO., LTD.,
Agents.

Hongkong, 15th January, 1907. 151



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship.

"AUSTRIA."

Capt. Bilfinger, will leave for the above places on or about THURSDAY, the 24th inst., P.M.

For Freight or Passage, apply to
SANDELL, WIELER & CO.,
Agents.

Hongkong, 17th January, 1907. 3

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship.

"DAKOTAH."

Will be despatched for the above Ports on or about the 25th February.

For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 16th January, 1907. 215

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakely Pier. 3. From Blakely Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 18th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	ARCADIA	Brit. str.	—	A. L. Vienturi	P. & O. S. N. Co.	On 26th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	GLANFORTH	Brit. str.	—	—	SHEWAN, TOMES & CO.	About 20th Feb.
LONDON & ANTWERP VIA SINGAPORE, &c.	SALAZIE	Freest.	—	Ailaud	MESSAGERIES MARITIMES	On 22nd inst., at 1 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ HEINRICH	Ger. str.	—	P. Grosch	MELCHERS & CO.	On 30th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	SAMPIA	Ger. str.	k.w.	Muller	HAMBURG-AMERIKA LINE	On 10th Feb.
LONDON & ANTWERP VIA SINGAPORE, &c.	SPERZA	Ger. str.	k.w.	Malchow	HAMBURG-AMERIKA LINE	On 27th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SAKONIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINE	On 22nd Feb.
LONDON & ANTWERP VIA SINGAPORE, &c.	KINA	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINE	About 10th Feb.
LONDON & ANTWERP VIA SINGAPORE, &c.	SELESIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINE	On 8th Feb.
LONDON & ANTWERP VIA SINGAPORE, &c.	SCANDIA	Ger. str.	k.w.	Damianovich	HAMBURG-AMERIKA LINE	On 22nd Mar.
LONDON & ANTWERP VIA SINGAPORE, &c.	CHINA	Aus. str.	—	Habel	SANDER, WIELER & CO.	About 31st inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINE	On 22nd inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SALEMA	Brit. str.	—	—	DODWELL & CO., LTD.	About 21st inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	MONTAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 23rd inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 14th Feb., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	SHAWMUT	Am. str.	—	E. V. Roberts	DODWELL & CO., LTD.	On 5th Feb.
LONDON & ANTWERP VIA SINGAPORE, &c.	KAPARU MARU	Jap. str.	—	W. C. T. S. FILMER	TOYO KISEN KAISHA	In April
LONDON & ANTWERP VIA SINGAPORE, &c.	DAKOTAH	Brit. str.	—	—	SHEWAN, TOMES & CO.	About 25th Feb.
LONDON & ANTWERP VIA SINGAPORE, &c.	CHINGTOW	Brit. str.	1 m.	Holmes	BUTTERFIELD & SWIRE	On 22nd inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	EMPIRE	Brit. str.	—	Minesen	GIBB, LIVINGSTON & CO.	On 26th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	MANILA	Ger. str.	—	—	MELCHERS & CO.	On 1st Feb., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	TAIWAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 21st inst., Daylight
LONDON & ANTWERP VIA SINGAPORE, &c.	SIBIRIA	Dan. str.	—	—	MELCHERS & CO.	About 25th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SAMBIA	Ger. str.	k.w.	Muller	HAMBURG-AMERIKA LINE	Today
LONDON & ANTWERP VIA SINGAPORE, &c.	WOSANG	Brit. str.	—	A. E. Sandell	JARDINE, MATHESON & CO.	On 22nd inst., Daylight
LONDON & ANTWERP VIA SINGAPORE, &c.	NYAZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 18th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SAXONIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINE	On 21st inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	TOURANE	Freest.	—	Lancelotti	MESSAGERIES MARITIMES	About 21st inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA	Brit. str.	1 m.	J. H. Brown	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	AVSTRIA	Aus. str.	—	Bilfinger	SANDER, WIELER & CO.	About 25th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	DEYANHA	Brit. str.	—	T. H. Hild, R.N.	MELCHERS & CO.	On 30th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	MEUSEN	Ger. str.	—	I. Sakurai	OKAKA SHOSHIN KAISHA	On 23rd inst., Daylight
LONDON & ANTWERP VIA SINGAPORE, &c.	MASAN MARU	Jap. str.	—	G. Ito	OKAKA SHOSHIN KAISHA	On 23rd inst., Daylight
LONDON & ANTWERP VIA SINGAPORE, &c.	FEKUSHU MARU	Jap. str.	—	A. E. Hodgins	DOUGLAS LAPEL & CO.	On 2nd inst., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	HACHING	Brit. str.	2 h.	J. W. Walker	BUTTERFIELD & SWIRE	On 2nd inst., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	CHANGCHON	Brit. str.	1 m.	R. Rodger	SHEWAN, TOMES & CO.	On 22nd inst., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	ZAFIRO	Brit. str.	—	Sommerville	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	TEAN	Brit. str.	1 m.	A. G. Smith	SHEWAN, TOMES & CO.	On 25th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	LOONGSAN	Brit. str.	—	R. Almond	BUTTERFIELD & SWIRE	Today, at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	RUBI	Brit. str.	—	E. Forsyth	DAVID SASSOON & CO., LTD.	On 22nd inst., at 3 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	HUPAN	Brit. str.	1 m.	J. G. Olfant	JARDINE, MATHESON & CO.	On 24th inst., at 3 P.M.
LONDON & ANTWERP VIA SINGAPORE, &c.	JAPAN	Brit. str.	—	P. M. B. Lake	JAVA-CHINA JAPAN LUN	Quick despatch.
LONDON & ANTWERP VIA SINGAPORE, &c.	LAIPANAN	Dan. str.	—	Pander	—	—

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR SHANGHAI, KOBE & YOKOHAMA. "WOSANG" ... Saturday, 19th Jan., Noon.
FOR SHANGHAI, KOBE & YOKOHAMA. "CHONGHONG" ... Tuesday, 22nd Jan., Daylight.
FOR SINGAPORE, PENANG & CALCUTTA. "LAISANG" ... Thursday, 24th Jan., 3 P.M.
FOR SINGAPORE, PENANG & CALCUTTA. "LOONGSANG" ... Friday, 25th Jan., 4 P.M.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, (via Chingwantan) and Yantai Ports.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 19th January, 1907. 13

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN FOR SAILING DATE.

ZAFIRO 2540 R. Rodger Manila On 19th Jan. Noon.

RUBI 2540 R. Almond Manila On 26th Jan. Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 14th January, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to
SHEWAN TOMES & CO.,
General Agents.
Hongkong, 13th November, 1906. 16

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

YOKOHAMA and KOBE "SIBIRIEN" ... About 26th Jan.

YOKOHAMA and KOBE "TRANQUEBAR" ... About 10th Feb.

MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS "KINA" ... About 10th Feb.

For Further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 16th January, 1907. 9

HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

By the new steamers, "RHEINLAND," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with only lower berths. The cabins are smooth and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

NEXT SAILINGS.

OUTWARD. FOR SHANGHAI, KOBE, YOKOHAMA.

SCANDIA ... 5th February

HAMBURG ... 3rd March

RHEINLAND ... 2nd April

HOHENSTAUFEN ... 30th April

SILESIA ... 31st May

SCANDIA ... 30th June

Call at LISBON.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA ... 19th January

FOR SHANGHAI, KOBE & YOKOHAMA ... 21st January

FOR SHANGHAI, KOBE & YOKOHAMA ... 26th January

FOR SHANGHAI, KOBE & YOKOHAMA ... 5th February

FOR SHANGHAI, KOBE & YOKOHAMA ... 14th February

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

SPEZIA ... FOR HAVRE & HAMBURG ... 27th January

SILESIA ... FOR HAMBURG VIA PORTS ... 28th February

SAMBIA ... FOR HAMBURG VIA PORTS ... 29th February

SAXONIA ... FOR HAVRE & HAMBURG ... 22nd February

SCANDIA ... NAPLES, LISBON, HAVRE & HAMBURG ... 22nd March

NUBIA ... FOR NEW YORK ... 22nd January

12

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers Tons. Captain. Sailing Date.

SHAWMUT 9,606 E. V. Roberts On 5th February.

TREMONT 9,606 T. W. Garlick On 26th February.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
General Agents.
QUEEN'S BUILDINGS.
Hongkong, 5th January, 1907. 7

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEY, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship.

"SALAZIE."

Captain Aillaud, will be despatched for MARSEILLES, on TUESDAY, the 22nd January, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt trans

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTIWERP YOKOHAMA, PENANG, COLOMBO, PORT SAID and MARSEILLES	NUBIA Capt. F. J. Fox	About 16th January	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA Capt. H. S. Bradshaw	About 18th January	Freight and Passage.
SHANGHAI	DEVANHA Capt. T. H. Hyde, R.N.R.	About 25th January	Freight and Passage.
LONDON, &c., via USUAL PORTS OF CALL	ARCADIA Capt. A. L. Valentini	Noon, 26th January	See Special Advertisement.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 18th January, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO YOKOHAMA and KOBE MANILA, ZAMBOANGA, PORT DAEWIN, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"HUICHOW" "TAIYUAN"	On 19th Jan., 4 P.M. On 21st Jan., daylight
SHANGHAI MANILA SWATOW, AMOY, NINGPO & SHAI The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried. + Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. + Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. For Freight or Passage, apply to— BUTTERFIELD & SWIRE, AGENTS.	"CHINGTU" "YUCHOW" "TEAN" "CHANGCHOW"	On 22nd Jan., Noon. On 22nd Jan., 4 P.M. On 23rd Jan., 4 P.M. On 23rd Jan., 4 P.M.

Hongkong, 18th January, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
AND AMOY	"MASAN MARU" Capt. I. Sakurai	SUNDAY, 20th Jan., at DAYLIGHT.
ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU" Capt. G. Ito	WEDNESDAY, 23rd Jan., at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and
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+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
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T. ARIMA, Manager.

Hongkong, 19th January, 1907.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

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FOR

MARSEILLES AND LONDON.
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP
"MACEDONIA,"
10,500 TONS, CAPT. C. D. BENNETT, R.N.B.

WILL BE DESPATCHED AT NOON,

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SATURDAY, 23RD MARCH,
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IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
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THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
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FARES:

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E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

[1899]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY 30th January
GNEISENAU	WEDNESDAY 13th February
PRINZESS ALICE	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
ZIETEN	WEDNESDAY 10th April
PRINZ REGENT LUTPOLD	WEDNESDAY 24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 8th May
PRINZESS ALICE	WEDNESDAY 22nd May
PRINZESS ALICE	WEDNESDAY 5th June
SCHARNHORST	WEDNESDAY 19th June
ROON	WEDNESDAY 3rd July

ON WEDNESDAY, the 30th day of JANUARY, 1907, at Noon, the Steamship
"PRINZ HEINRICH," Captain P. Gersch, with MALES, PASSENGERS, SPECIE
AND CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 23rd Jan. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 29th Jan. and
will be received at the Agency's Office until Noon, on TUESDAY, the 29th Jan.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

+ Conveying H.M. The King of Siam, carrying Second Class Passengers only.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	\$21 0 0	\$12 0 0	\$8 0 0
return	\$1 0 0	\$3 0 0	\$2 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	\$25 0 0	\$14 0 0	\$9 0 0
return	\$2 0 0	\$4 0 0	\$3 0 0

* TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA OR GIBRALTAR	1st Class	2nd Class	3rd Class
return	\$115 0 0	\$70 0 0	\$45 0 0
VIA BREMEN OR SOUTHAMPTON	\$125 0 0	\$80 0 0	\$50 0 0
return	\$3 0 0	\$2 0 0	\$1 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar, and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT:
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES.
MANILA	FRIDAY, 1st Feb.
PRINZ WALDEMAR	THURSDAY, 28th Feb.
PRINZ SIGISMUND	THURSDAY, 28th Mar.

ON FRIDAY, the 1st FEBRUARY, at Noon, the Steamship "MANILA,"
Captain Minssen, with Mails, Passengers and Cargo, will leave this Port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	return	\$31.00
TO NEW GUINEA	\$58.00	\$38.00	\$24.00	return	\$32.15
TO BRISBANE	\$60.00	\$40.00	\$26.00	return	\$33.00
TO SYDNEY	\$63.00	\$43.00	\$28.00	return	\$35.10
TO MELBOURNE	\$64.10	\$44.10	\$29.00	return	\$36.15
TO YOKOHAMA	\$80.00	\$50.00	\$34.00	return	\$41.00
TO KOBE	\$85.00	\$55.00	\$39.00	return	\$46.00
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00			

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TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer \$97.00.
TO EUROPE VIA AUSTRALIA AND AMERICA 106.00.
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
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Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE
SHANGHAI, NAGASAKI, "PREUSSEN" ... Wednesday, 30th Jan.
KOBE & YOKOHAMA

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
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Norddeutscher Lloyd are issued at the following rates:—

To	1st Class
To London via Plymouth or Southampton	\$82.00
To Bremen	\$83.10
To Paris via Cherbourg	\$85.00
To Naples, Genoa via Gibraltar	\$85.00

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PASSENGER SEASON 1907.

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BY THE

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"PRINZESS ALICE" 10,911, ON MARCH 13TH.
CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.
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SOUTHAMPTON TO LAND PASSENGERS.

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Hongkong, 12th October, 1906.

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11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

R.M.S.	Proposed Sailings.	(Subject to Alteration)	ARRIVE VANCOUVER
"MONTEAGLE"	6,163 Tons	WEDNESDAY, 23rd Jan.	16th Feb.
"EMPERESS OF INDIA"	6,000	THURSDAY, 14th Feb.	4th Mar.
"ATHENIAN"	3,382	WEDNESDAY, 20th Feb.	16th Mar.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 14th Mar.	1st April
"TARTAR"	4,425	WEDNESDAY, 27th Mar.	30th April
"EMPERESS OF CHINA"	6,000	THURSDAY, 4th April	22nd April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
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14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
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R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate
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JAVA-CHINA-JAPAN LINE,
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Hongkong, 1st December, 1906.

[2200]

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CHICAGO, U. S. A.

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OBSERVATIONS IN THE FAR EAST.

(By Sir Charles Elliot, K.C.M.G., in Westminster Gazette.)

There is great talk in China at present of reforms and representative government. Boards and commissions are appointed to study foreign constitutions and systems of education. Everyone is reporting on something or other, and the officials of the Empire seem likely to turn into living Blue-books. I am not sure that all this indicates a real desire to do anything, for I have been an official myself, and I know that the object of asking for a report on a question is generally to get rid of it. When I was a member of the British Embassy at Constantinople it was the custom to refer troublesome matters whenever it was possible to His Majesty's Consul-General at Baghdad. It looked as if a thorough inquiry was being instituted, and one was certain to hear no more of the business for two months at least. I suspect that the Dongyue Empire has somewhat similar motives when it sends liberal-minded officials to Europe to make a careful and prolonged study of our institutions.

There is, however, no doubt that a conviction is spreading, or has spread, all over China that the Empire in its present state cannot cope with Europe, and that radical changes are imperative for the national safety. Such changes are now being made in more than one sphere, and are likely to bear more solid fruit than the talk about Parliaments. One important aspect of the national life which is being revolutionised is education. The outward sign of this is the number of schools in khaki suits and European caps with peaks in front, and their lessons have altered with their costume. This move even more in China than it would elsewhere. The old system of examinations was the embodiment of Chinese respect for the classics and antiquity. It was the means by which the whole public was recruited and the only avenue to rank and position. It has now been abolished, and apparently come to an end without protest, or difficulty. It is true that the change was more abolition, which is easier than the introduction of new ideas, novelties, and still it shows that the Chinese are capable of giving up their most venerable ideas and deep-rooted prejudices. Through a new curriculum of teaching is in force, no definite decision seems to have yet been taken as to what shall replace the old examinations. It is not to be expected or wished that the principle of appointing officers according to the merit shown in examinations should be abandoned, for it is ingrained in the Chinese character and by no means an evil. But at present the examination halls are empty, and the temples of Confucius are deserted, for their worshippers need to be occupied mainly with those who come to pray for success in the schools or to offer thanks for attaining a degree. We have no right to laugh at the old Chinese curriculum. It was exclusively literary, and not unlike the training in Latin verse which formed so large a part of our fathers' education, but it had at least the merit of being in Chinese and not in a dead language. The modern system of studies includes mathematics, geography, anatomy, and, in some cases, English. In all the schools which I visited wall maps and large diagrams of the human body were conspicuous. It is a right instinct which has led to this selection. For the great fault of the Chinese mind is its propensity to gross superstitions, which give themselves the airs of science, though ignoring all the facts of the subject with which they profess to deal. Such false sciences are Chinese medicine, and, above all, Feng Shui, or geomancy, the science of lucky and unlucky sites. It is not too much to say that the ordinary Chinese takes magic for science, and science for magic. The selection of an auspicious site for a house, a temple, or a certain house to a slope, level, watercourse, and wind seems to him an operation as serious and mathematically certain as the calculation of an eclipse. But if Europeans predict from an examination of the soil that minerals will be found in a certain district he believes that they have magic spectacles which enable them to see underground. Until this mental view is altered much progress in any direction is clearly impossible. It seems to affect every department of Chinese life, except business. In money matters there is no superstition or disregard of facts.

An interesting feature in this educational movement is that about 15,000 Chinese students are being trained in Japan, partly at the expense of the Chinese Government. The professors of the Tokyo University say that they are intelligent and anxious to learn, but as they mostly belong to well-to-do families, they have a superfluity of money and are inclined to dissipation. The Chinese, on the other hand, complain that they learn more than was bargained for, and come back not merely advanced radicals but members of secret political societies. It is thought that the experiment will be discontinued so far as Japan is concerned, and that the next batch of students will be distributed in various European countries.

It is remarkable too, how many temples in China are being turned into schools and lecture halls. The popular conscience is not at all repulsed by this use of sacred buildings, which by common custom are used as guest houses. Lectures seem to appeal to the Chinese in much the same way as theatres, and the entertainment is conducted in somewhat the same style. It consists of a number of short discourses lasting from ten to twenty minutes, often illustrated by lantern slides or cinematography. Tea is handed round in the intervals. A lecture which I attended was densely crowded. We began with something light to start us cheerfully on our way—namely, a brief discourse on flying-machines, in which the orator said that the wings of his audience, like those of the engines he described, were not strong enough for a long flight, which was considered a very well turned phrase. Then came a more serious oration on the constitution of the United States, illustrated by pictures of President Roosevelt and prominent citizens, which were received with roars of laughter and loud personal criticisms. The third item was a lecture on European systems of insurance—a dry subject, but listened to with apparent interest.

The other most noticeable change in the growth of a military spirit and the improvement in the training and equipment of the troops. The Chinese, as opposed to their Manchu and Mongol conquerors, are not a military nation, and it is rather curious that pink-shed should have come to be used in French for military or civilian attire. There is no military aristocracy, no glamour about the profession of arms, and no fighting spirit. Though the Manchus were a warlike race, in this as in other matters, Chinese ideas have gained the upper hand, and the military class have had to accept the position which foreign sentiment assigns to them. But in the last few years the Chinese have come to understand that they must be a military nation if they are to be an independent nation. The common sense of Confucius taught that it is unworthy of a civilised people to keep a standing army and expend enormous sums on a machine which is only rarely used, but now all Europe cries in many languages: "If you don't learn how to fight, I'll eat you up." That is the real Gospel of the West. The Far East does not take Christian missions very seriously. It

has come to the not altogether unnatural conclusion that Christianity is a part of European politics, not a detached system, like Buddhism. But it does believe the Powers of Europe when their every action says, "As long as we exist, there shall be no safety in the world for your nations, and it is putting the message into practice."

The old Chinese troops were incredibly bad. I remember seeing a detachment in Central Asia, near Kashgar, about fifteen years ago, and weakly in physique, without discipline, and carrying queer medieval weapons: some had matchlocks and some battle-axes, but banners were even more numerous than arms. The examinations for the Army were equally antiquated for the candidates were selected according to their skill in archery. Even in this the standard was not very high. At least there is a story of a General who, in an hour of peril, invoked the aid of the God of War. In response to his prayers a very small and round deity appeared who introduced himself as the Target God; the God of War was too busy to attend, he said, but he had come on account of the peculiar esteem he had for the General. The General asked how he had been so fortunate as to secure this good opinion, for he knew he was not thought much of in military circles. "In the days when you practised archery," replied the Target God, "you never hurt me, and I have always been grateful to you."

But the old state of things is rapidly passing away. In most large towns soldiers may be seen in businesslike khaki uniforms, equipped with the Japanese, with modern arms and accoutrements, but with more private judgment in the matter of hats than military men are wont to have. The new Army, it is mentioned, seems to be a want of uniformity and centralisation. The troops are practically raised and armed by the Viceroys, and the result depends on each Viceroy's tastes and willingness to spend money. Hence most paper statistics are worthless. For a statement of mere numbers does not show how many of the troops are a mob and how many trained men. It was mentioned as a wonderful sign of the times that Yuan Shih-kai, the Viceroy of Peking, had appeared in a military uniform, such a costume being, according to old-fashioned notions, almost a disgrace for a high official. Some young officers are now asking if they shall not cut off their pig-tails, which certainly contrast somewhat oddly with their European uniforms, and the question is not unimportant for it shows a readiness to abandon a national custom which might not have been expected. Though I think that a heavy moral responsibility rests with Europe for forcing militarism on a peaceful people, yet I gladly admit that there is at least one good feature in military development, namely, that it is creating a supply of properly trained soldiers, and thus beginning to relieve the Chinese of that farrago of superstitions and twaddle which has misbegotten among them as the science of medicine. The manual of medical jurisprudence at present in use by coroners and others was composed in the thirteenth century, and teaches us how to determine the relationship of two people by mixing drops of their blood and watching how the fluid behaves.

Those who are best acquainted with the East are generally of opinion that no great change ever happens there; that though disasters are annually prophesied, the creaking machine still goes on, and neither collapse nor is improved. Still, I think that China is on the eve of great changes, though how great, or how rapid they may prove I do not presume to forecast. The Chinese are not like the Mohammedan races of the near East, who are mostly warriors, with an ingrained hatred of European civilisation. On the contrary, they are a nation of merchants, with a keen eye to business, and in many ways of great pliancy and adaptability. Their aversion to foreign methods is due to their long isolation and to the fact that until recently all Europeans were always in contact with inferior races. Whatever was the fortune of war with the various Tartar invaders, whether they conquered or were conquered, Chinese civilisation assimilated them, and was not appreciably altered by Mongol or Manchu institutions. China, as the proverb says, is a sea which sinks all the rivers that flow into it. But now that they realise their own weakness, as they evidently do in two such important matters as Education and the Army, there is no reason why their intelligence and business capacity should not effect a thorough re-organisation. The example of Japan should, perhaps, be cited with caution, for the political conditions of the two countries are not nearly so similar. Still, it does justify one in thinking that the nations of the Far East are capable of passing through crisis periods of suspended activity and then expanding into a new and different life.

But I would not wish to leave the impression that I see a clear road open for progress and reform in China. On the contrary, I foresee all sorts of difficulties arising out of the political conditions of this singular country on which I will touch in my next letter, but apart from that, the temper of the Chinese their overwhelming conceit and self-complacency, is not reassuring. They admit at last that they must learn from Europe, but they will probably soon think themselves perfect at their lesson and not be willing to follow the patient and thorough method of the Europeans. Nothing in the history of Japan strikes me more than the thoroughness of the training and preparation which they imposed on themselves, and the way they first tried their hand at war with China, and then, when they knew their strength by practice, engaged in the contest with Russia.

In my last letter I spoke about the growing feeling in China that change was necessary, but also indicated that though the tenor of the people is on the whole favourable to reform, the path of the reformer is by no means smooth and easy. It is especially hard to forecast the future, for the conditions which influence it may themselves be altered. For instance, will the present dynasty continue? Chinese ideas of loyalty are peculiar, and have absolutely nothing in common with the Japanese and Turkish notion of obedience due to a particular ruler. On the contrary, there have been about twenty dynasties since the Christian era, and there is no pretence of continuity about the succession. If a sovereign can seize the Imperial Throne by successful war or any other means, he will be obeyed by the people as long as his rule gives satisfaction, but it is a maxim that a ruler has duties which he must perform, as much as rights which he can enforce. It is written in the classics that Emperors who lose the confidence of the people lose the Empire, and all the youth of China learn this saying. Now it is said that the Emperor, who is at present considerably dissatisfied with the Manchu dynasty. It is true that the difference between Manchu and Chinese has ceased to be acute and that the Court very wisely do what they can to minimise it in such ways as opening to Chinese posts formerly reserved for Manchus only. Still, there is a general feeling that the present rulers are not Chinese, and further, that they have not managed the business of ruling very well. There have been several prophecies of the downfall of the dynasty, which has already lasted 263 years, the life of the longest dynasties since the Christian era being

about three hundred. We do right to emphasize the conservatism of the Chinese, their veneration for the past and their conviction that modern foreign inventions cannot possibly be superior to the wisdom of their ancestors. But, remembering this, we must not lose sight of things like the Tai-ping rebellion. For fourteen years, from 1850 till 1864, an adventurer of indifferent character held the southern and central part of China against the Government, and, but for the assistance rendered by Gordon, who trained and led the imperial troops, he would probably have succeeded in establishing himself as a rival of the Manchu dynasty, or, indeed, in ousting it altogether. It is noticeable, too, that this adventurer seems to have been inspired by some distorted form of Christianity, a fact which did not hinder the people from following him. No doubt in the Boxer movement the Government saw a force which might become hostile to the dynasty, and took pains to conciliate it. China, according to the universal testimony of experts, is full of secret societies, which provide the necessary mechanism for hatching a conspiracy—such as the celebrated "Fried Society" and the Ko-lao Society, which flourish, although membership is a capital offence.

Another peculiarity of China is the loose cohesion between the different parts of the Empire and the want of organic unity. The provinces are not linked moved in co-ordination by one head. It is a commonplace that Asiatic despots when analysed prove to be a democracy beneath an autocracy, but in China this seems to be admitted to some extent in theory as well as in practice. Thus in Meichow, second only to Confucius in authority, said: "The people are of the highest importance (the gods come second), the sovereign is of lesser weight." And this is not a mere phrase. The Government rarely tries to force distasteful measures on the people, and is constantly doing in Russia and Turkey; and one not infrequently hears of public opinion asserting itself in such ways as successfully resisting an illegal tax or insisting on a case being retried, if the popular conscience is not satisfied with a magistrate's decision.

The government of the provinces is supervised by Viceroys, who generally have two provinces under them. Provided they send regular and sufficient supplies of money to Peking they are allowed to be practically independent, and their prerogative includes such powers as raising troops and coining money, rights which the central authority reserves to itself in most parts of the world. Below the Viceroys are governors of provinces, and district magistrates. The latter are the officials who are directly in contact with the people. It would appear that there are less than 1,500 of them in the various provinces, and if the population of those provinces is, as generally reckoned, about 350,000,000, it would seem that each magistrate has to look after something like a quarter of a million people. Magistrates have, however, a reputation for being a number of candidates for employment, men who have passed the prescribed examinations, but are waiting for a vacancy. These, and still more the bands of rascals and liars who hang about a provincial Yamen, have a bad reputation for squeezing the people and doing little, but even if they offered effective assistance, government, as few hands would obviously be impossible without effective co-operation offered by the people themselves. The problem is solved by the institution of beatmen, who are held responsible for the maintenance of peace and good order within their boroughs or villages, and who are allowed to take fees, though they receive no salaries. Also there are numerous guilds or societies formed for benevolent or religious purposes, which undertake a great deal of the work that in other countries would be dealt with by the sanitary or poor law. Schools are usually established by voluntary associations.

The variety in customs which is inevitable in an Empire of such large extent is naturally increased by this system of government. Not only do usages differ in various parts of China, but the spoken though not the written languages are different. There are at least eight so-called dialects, which are really languages as separate as French and Italian, though the peculiar system of writing obliterated the distinction between them. It may, indeed, be wondered that despotic and centrifugal tendencies have not been more prevalent in the Empire, but on the whole the unity of manners and customs is greater than might be expected, and though it is often dangerous to attribute any particular custom to China generally, still, Chinese from Canton, Sz-chuen, and Peking are undoubtedly all Chinese, very different from other nations, and in comparison with those differences very like one another. The variety in language is counterbalanced by the identity of

writing, which annihilates not only space but time, for since each Chinese hieroglyphic represents a single idea which the reader can pronounce according to the fashion of his dialect, it is possible to read the works of Confucius in modern Chinese though he has never written alphabetically the language would be as different from modern Chinese as Anglo-Saxon is from modern English. Among an intensely literary people like the Chinese who always honour scholarship even if they do not possess it the existence of a common writing and a common literature religious as well as secular, is a matter of no little moment. Also there are no laws restricting movement in China. Passports are unknown, and people can do as they please in pursuit of their business. Then, again, it is a rule of Chinese administrations that an official can never be employed in his own province, but must always serve in one of which he is not a native. This naturally renders Home Rule aspirations impossible, and familiarises people with the idea that government is not provincial. Hence China presents the spectacle of an immense mass of humanity held together by very loose political ties, but cemented by common customs and traditions to which the people are deeply attached. This feeling is intense and bred in the bone. So far, therefore, it is superior to any transitory fervour of national sentiment. But it seems wanting in passion. It has not the glow of Japanese patriotism or of Mohammedan fanaticism. Hence, although we find Chinese national sentiment performing prodigies of valour, more than this, pecuniary considerations may overcome national scruples at any rate if the issue is not very direct. In 1900 Chinese coolies from Shanghai were perfectly ready to work for the Allies, and it is said that the same thing happened in 1939.

If one considers all this—the occurrence of such movements as the Tai-ping rebellion, the loose system of government, and the readiness to help other nations who are fighting against China—it is plain that there is something more than conservatism in the Chinese character.

On the other hand it is clear that if in some ways contact with foreigners acts as a disintegrating force, it has sometimes the opposite effect and calls into operation the national power of combination into guilds or societies for a particular object. A remarkable instance of this is the recent boycott of American goods which extended from Canton certainly as far north as Szechow, and perhaps further. The United States Government had enacted severe regulations restricting the immigration of Chinese in California, and these regulations were harshly enforced, which is not strictly reasonable, since the right of American citizens to enter China is maintained. Ten years ago such proceedings would have passed unnoticed, for it is not the way of the Chinese Government to protect the interests of its subjects abroad. But on this occasion the populace took up the matter, doubtless on suggestion, and refused to buy American goods until an amelioration of the obnoxious rules was promised.

One cannot help feeling that the system of bribery universal in China may do much mischief at the present crisis. The custom is universal and not denied, though, of course, it would not be manners to mention it. A Viceroy actually receives about £1,300 a year whereas his out-of-pocket expenses probably amount to between £1,000 and £15,000. The objection to the system does not lie mainly in its injustice. The value of every office, inclusive of these perquisites, is accurately known, and an official who should try to extort more than custom authorities would soon find himself in trouble. A more insidious evil is that every transaction in which an official engages is regarded by him as primarily a means of making money. Hence Viceroys look to the minting of coins and equipment of troops as methods for filling their pockets, and there is a great danger—namely, almost a certainty—that when they have to provide anything at the public expense all concerned will endeavour to take their commission not only by over-charging, but by buying inferior articles which are not worth the price. Commonly said, Connected with this is the Chinese idea of "face," or "saving face," which means that in public as well as in private life a disaster or disgrace can be removed by an explanation which is transparently untrue, but which makes appeal to some traditional sentiment and is accepted by everybody as a decent fiction. Thus, after the Boxer trouble, the Emperor was praised for his filial piety because when he might (as was assumed) have continued a successful contest, he preferred to conclude peace and spare his elderly aunt the trouble of moving from one place to another. After the Japanese war many parts of China remained in ignorance of the defeat, and were under the impression that Japan had been beaten.

At present the Japanese clearly desire to undertake the political and military education of China, both by receiving Chinese students in Japan and by training the Army and Navy in China. Their efforts have met with considerable success and there are many Japanese instructors, both in schools and various branches of the public service. Japanese journals complacently state that the mission of Japan is to civilise not only China, but Asia, and point to the employment of Japanese in Siam. They obviously have many advantages which Europeans can never obtain. They understand the Chinese character better, and the masticated food which they serve out is more digestible to the Chinese stomach than crude European viands. But on the other hand, the Chinese have for many centuries maintained towards the Japanese an attitude of superiority, an attitude founded on no substantial claim no doubt, but still part of the national character. It is not, therefore, likely that anything like patronage on the part of the Japanese will be agreeable to them.

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